


HONGKONG VOLUNTEERS



**HONGKONG VOLUNTEERS.**  
**HER MAJESTY'S ACCESSION."**

in celebration of this Anniversary, the Corps and Colors, will Parade on " March Monday, the 20th Inst, from Government at 5 P.M.

On the 1st of March will be along the Queen's the East Guard, and by the Prays, and by Spring Gardens so as to avoid the

At that point there will be a halt on the invitation of the Honble. J. Whithall, Esq.

will take place at East Point Wharf.  
Company will furnish the advance and  
ard. and likewise the Guard of Honour to  
ars. Each Rifleman will be provided with  
s. of Ball.  
Summer Clothing. Forage Caps and  
Belt. but no Side Arms.  
Officers are requested to make arrangements  
reaching their quarters till late.  
By Order.

ong, 16th June, 1864.

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**NOTICE.**  
**POLICE DEPARTMENT.**  
Hongkong, 9th June, 1864.

Custody of the Captain Superintendent  
Police.—An excellent GOLD WATCH,—  
Tanner. Bruton Street, London,—having  
id Initials engraved outside on the back  
the owner is requested to make an appli-  
for the Watch to

WM. QUIN,  
Captain Superintendent.

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**\$100 REWARD.**  
House Coolie, named HA-VUNG, a fair  
and strong looking Chinaman, about 5 feet

Set with 7 Brilliants, together with a  
GOLD WATCH, numbered either  
or 02341, and a Chain and Locket; any  
information whereby he be con-

**DORABJEE NOWRROOJEE,**  
Next Door to P. & O. Co.,  
Hongkong, 6th June, 1864.

**State of MERWANJEE EDOOLJEE BIKSEN.**  
Persons having claims against this Estate,  
are requested to send in the same to the un-  
der-mentioned, accompanied by proper proofs of debt,  
before the 15th day of August next.

**JAMSETJEE RUTUNJEE,**  
Administrator.  
Hongkong, 9th June, 1864.

**Mrs. VINTON'S,**  
**STATE FAMILY BOARDING HOUSE, 26 and 28**  
**Collywood Road.**  
Corner of Aberdeen Street.

Young Man, from Europe, who can speak and write French, an employment at any Ports in an office or in the Ship Chandlery business, which business he was in for about six years in India and holds good testimonials. Address S. W., Office of this paper.  
Hongkong, 11th June, 1884.

apply for particulars to  
**BIDAU & Co.,**  
*Queen's Road, No. 37.*  
**Hongkong, 3rd May, 1864**

persons indebted to the above Estate are requested to make immediate payment, and claims against the Estate to be forwarded to undersigned.

**ROBERT BENNETT,**  
Administrator of the Estate.



L. PEBAGUE, SURGEON DENTIST, has the honour to inform the Public, that he has removed to the house formerly occupied by Dr. McGill, five doors North of the American Con-

Hongkong, 1st April, 1864.

**NOTICES TO CONSIGNEES.**  
"EVEREST." from LIVERPOOL.

to the undersigned for countersignature and  
the immediate delivery of their Goods. Those  
having the option of delivery at Whampoa are  
permitted to state at once at which Port they in-  
tend taking delivery.

FROM SINGAPORE AND CALCUTTA.  
The Ship "PRINCESS SOMMAWATTY,"  
having arrived in harbour is ready to dis-  
charge. Consignees of Cargo will please send in  
Bills of Lading to the undersigned for coun-

MOHOMED DHURUNSEY & Co.  
Hongkong, 13th June, 1964.

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NOTICE.  
CONSIGNEES of Cargo per "PHILOMELA."

those having the option of delivery at Whampoa are requested to state at once, at which port intend receiving their Goods.

**"COREA" FROM LONDON.**  
**NSIGNEES** of cargo by the above mentioned vessel are requested to send in their Bills of Lading designed for countersignature

SMITH KENNEDY & Co.  
Hongkong, 8th June, 1864.

consigned to order per Oldenburg ship "O  
et," from Calcutta, are hereby notified that  
same have been landed and stored in the  
godown of the undersigned, and unless delivery is

BOURJAU, HUBENER & Co.  
Hongkong, 25th May, 1864.

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## DOCKS.

**HONGKONG AND WHAMPOA DOCK COMPANY.**  
THE COMPANY'S DOCKS AT WHAMPOA are in full working order, and the Docking and Repair of Vessels is undertaken by the Company's Docking and Repair of Vessels.

**DOCK A.**  
Built of Granite. Length, 550 feet. Breadth, 80 feet. Depth of Water at Spring Tides, 16 ft. 17 ft. do. Neap, 13 ft. 15 ft. This can be used either as one or two docks.

**DOCK B.**  
Built of Granite. Length, 340 feet. Breadth, 80 feet. Depth of Water at Spring Tides, 18 ft. do. Neap, 15 ft. This can be used either as one or two docks.

**DOCK C.**  
Built of Wood. Length, 260 feet. Breadth, 11 ft. Depth of Water at Spring Tides, 11 ft. do. Neap, 8 ft. Fitted with Caissons and Steam Pumps.

**DOCK D.**  
Length, 154 feet. Breadth, 16 ft. Depth of Water at Spring Tides, 16 ft. do. Neap, 13 ft.

**DOCK E.**  
Length, 120 feet. Breadth, 11 ft. Depth of Water at Spring Tides, 11 ft. do. Neap, 8 ft. D. and E. are Mud Docks available for small vessels, at very low rates.

**WORKSHOPS.**  
The Workshops on the Premises possess every appliance necessary for the Repair of Ships and Steam Machinery. The Engineer's Shop are supplied with Lathes, Planing Surfaces, Cutting, Punching Machines, &c., &c., capable of executing work on the largest scale and driven by Steam. The Shipwright's and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried out under the supervision of experienced European workmen.

**BOILERMAKERS' DEPARTMENTS.**  
The Company in addition to executing Repairs are prepared to construct new Boilers to Steamships, for con-structing which they have great facilities.

**FOUNDRY.**  
Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

**STORES.**  
The Company's Stores will (when required) supply at moderate rates all the necessities for Shipwork, such as Paints, Coppers, Canvas, &c., &c.

**STEAM TUG.**  
The Company's powerful Steam Tug *Fane*, (110 Horse-power) is always in readiness to tow vessels from Hongkong to the Dock free of charge, and will take them back (at) reduced rates.

**FOR FURTHER PARTICULARS,** apply to G. N. MITCHELL, Manager at Whampoa or to D. LAIRDALE, Secretary.

**N.B.—The Consignees or Master of any Vessel requiring reason to complain of the work done in the Docks, or in any way respecting the Dock arrangements, should address their complaints to the Manager, who will receive the same, and will forward them to the Directors of the Company.**

**DAMES ISLAND DOCKS,** CONDUCTED BY GOV. & CO.

**ONE DOCK, 240 feet long, take in Vessels drawing 14 feet at Spring Tides.**  
One Dock, 100 feet long, can take in Vessels drawing 11 feet at Spring Tides.

There are Houses at both Docks for the accommodation of Captains and Crews of Vessels. All kinds of Ship, and Blacksmith's Work done. The Large Dock pumped out by an Engine. The Proprietors keep a large stock of Materials, Ship Owners, and Captains, that their charges for Docking are lower than any in China.

Apply to G. HARPER & Co., Hongkong; or to Mr. JAMES BAIRDEN, Hongkong.

**LAMONT'S DOCK, ABERDEEN.**  
THIS DOCK, built of Granite, has been in thorough working order for nearly two years. It is 335 feet long with a breadth of 22 feet. At Spring Tides, the depth of water on the sill of the Dock is 18 ft. 19 ft. and at Neap Tides, from 15 ft. to 16 ft. feet, and at Neap Tides, from 15 ft. to 16 ft. feet.

Attached to the Dock are ENGINEERS' WORKSHOPS, with LATHES of all SIZES, PLANING, PUNCHING, and SHAPING MACHINES of the best description. Large FOUNDRY, Saw-Mills with both Vertical and Circular Saws; a powerful STEAM HAMMER; and every Requisite and Appliance for the REPAIR of VESSELS, both of Wood and Iron, and the whole under the Superintendence of Mr. EDWARD FORBES.

For particulars regarding DOCKING and other CHARGES, apply at East Point, or at Aberdeen. JOHN LAMONT, Hongkong, April 10, 1864.

**PORT OF AMOY.**  
THE DOCK COMPANY'S ESTABLISHMENTS at the above Port afford every facility for Repairing, Sparring, and for Cleaning and Painting Iron Ships, at moderate charges.

Their large GRANITE DOCK, 296 feet long on the blocks, with 19 to 21 ft. Water in the entrance at Spring Tides, and fitted with a Caisson Gate and in Steam Pumps, is in complete working order, and is well supplied with every description of materials.

**EUROPEAN FOREMEN** superintend the work in all Departments. JOHN LAMONT, 17-18 Amoy October, 1866.

**LIN-CHONG.**  
No. 321, QUEEN'S ROAD, HONGKONG.  
Making and Repairing all kinds of Iron and Copper Ware.

**HOLLOWAY'S OINTMENT & PILLS.**  
HOLLOWAY'S PILLS and OINTMENT have the largest sale of any Medicine in the World.

The Pills are the finest purifiers and regenerators of the blood ever known. They speedily correct all disorders of the Liver and Stomach, are invaluable in cases of Dysentery, and as a general Family Medicine have no equal.

The Ointment will cure any old wound, sore, or ulcer, even if it is of twenty years standing, and in cases of skin diseases, however malignant, such as leprosy, scabies, and all other annoying irritations of the skin, it will be relied upon as a perfect cure; indeed, for all external complaints it stands unrivalled throughout the world. These famous Remedies can be obtained of all Patent Medicine Vendors in Siam, Peking, Hongkong, Shanghai, and in fact throughout the whole of China, India, and the Islands of the Orient. Arrangements, with various directions affixed to each pot or box in Chinese (or in any other language), and at a very reasonable price. Agency in Hongkong—The Hongkong Dispensary.

At Hongkong, 30th October, 1863.

**SHANGHAI WHARF COMPANY.**  
THE WHARF COMPANY receives on Storage TEA, RICE, SUGAR, BALE GOODS, and GENERAL MERCHANDISE, in Brick and Tiled Godowns.

Cool, Timber, Iron, Lead, and other heavy or bulky materials, stored in the open or under cover. For long or short periods. Vessels of 16 feet draught can go alongside the Pier at any state of the Tide. For further particulars enquire at the Agents, A. ELISHA & Co., Poochoo Road, 16th Shanghai, 1st October, 1863.

## DEPARTURE OF STEAMERS.

**The "Clan Alpine" leaves for Singapore, Penang, and Calcutta, today, the 16th Inst. at 2 P.M. Mails close at 1 P.M.**

**DAILY PRESS OFFICE.**  
Wynham Street, Opposite St. Paul's College.

**THE "DAILY PRESS."**  
Issued every Morning, Sunday excepted. Price, 2d. and a half per Month—payable quarterly in advance. Extra Copies, 25 cents.

**Terms for Advertising.**  
The whole range of the week from Monday to Sunday, is reckoned as one insertion or repetition, Saturday being in all cases deemed the terminus. Repetition half price. One Dollar for ten Lines or under—beyond that number 10 cents per additional. Repetition half price.

**STRAITS TIMES EXTRA.**  
A series of intelligence by the fastest mails published at Singapore in the Straits Times Office, the exclusive sale in China being under contract to this establishment. Terms:—Six Dollars if over that number, payable in advance, a deduction being made to parties taking a number of copies.

**Extra copies not sent except to Subscribers and non Residents.**

**NOW READY.**  
For Sale at this Office, THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN AND THE PHILIPPINES, (COMPLETE IN ONE VOLUME) FOR 1864.

**Price—\$3.**  
SUBSCRIBERS to the above publication who have already been supplied with Part I, will now be furnished with the complete work, containing, in addition to the ordinary Ports, the Hongkong Directory, which has been carefully revised and corrected to the 31st March.

**ROYAL PRUSSIAN VICE-CONSUL.**  
HONGKONG, 10th June, 1864.

It is hereby notified for general information that under instructions from His Majesty's Government, received on the 6th inst., all Vessels belonging to the Duchy of Schleswig and Holstein, whether under Danish Colours or others, are not to be considered enemy property, by the Royal Government and H.M. War-office.

W. NISSEN, Acting Vice-Consul.

**DEATH.**  
At the General Hospital, Hongkong, on 14th June, C. A. McGLOTH, Sergeant Comd. Staff Corps, aged 27 years.

**The Daily Press.**  
HONGKONG, 16th June, 1864.

It has always been the custom, as far as we know, for newspapers which are supported by a mercantile community, to gather their intelligence from every available source. Moved by it, it is not the custom, in communicating shipping intelligence to the public in a newspaper, to state the authority where the respective information is derived. For instance—let any of our readers take a look at the shipping intelligence in the London Times, or in Mitchell's Maritime Register. From beginning to end no authority whatever is given. Can it be supposed for one moment that all that varied intelligence is communicated to either of those journals? No—supposition can be more improbable—it is derived from the Shipping Reports of every available paper published.

In obtaining shipping intelligence, we think that our readers will give us credit for zeal and industry. As a rule we send a boat to every vessel that arrives at this port; sometimes it is impossible to observe this rule, as the arrival of a ship during the night may be overlooked by the most experienced hand when there are many vessels in the harbor; sometimes again, the master of a vessel just arrived may have furnished our contemporary with a detailed report of his voyage, in which case our reporter may be desired to copy the same, or he may suggest the feasibility of the step by way of saving time and trouble. But in all cases we invariably search our contemporary's columns for any shipping intelligence which may be therein contained that has escaped us, and we insert the same just as we do the maritime intelligence which may be contained in any other paper that may fall into our hands.

For the past few weeks, our contemporary has for some reason been known to himself, been singularly erratic in his shipping intelligence, and we have copied his errors as he laid ourselves out to his files as if we had obtained intelligence surreptitiously and without acknowledgment—in fact, had committed literary piracy. We should have thought that, an explanation was due on his part to the public, or to the source of the inaccuracies, and not a chuckle at his success in mis-leading ourselves as well as his readers.

We shall be very careful in future in collating shipping intelligence from our contemporary, for although mistakes will sometimes occur, despite every precaution, and may therefore be overlooked still we can place no reliance in the reports of a paper which derives amusement from its own errors.

We were wrong in making reference to dunnage advertisements. It is nothing to us if our contemporary selects to fill his paper with them. We hope however he will in future be more careful in his shipping intelligence.

Our information on the subject of the late outrage committed by the acting Surveyor General, was inaccurate on one point. There is no condition in the lease requiring the purchaser of the ground to fill in—there being however of course the usual improvement clause. The proprietor of the ground in the case before us has it seems constructed for the construction of a road to intersect the lot, and so plain is it that the earth removed will have to be replaced, that we understand the acting Surveyor General has agreed to do it. He is still removing earth from another part of the same ground, contrary to the wishes of the proprietor, and we learn that government sustains him in the right.

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Law proceedings are being initiated so that the subject will be thoroughly ventilated. It must be a dirty bird that fouls its own nest, and we must say that if government are going to ride the high horse with their own leaves, they will commit an equal degree of delinquency. Governor Robinson has clearly thrown off the mask and assumes the posture that it is responsible to the Colonial office Downing Street, and does only, and further that he will take good care of the Secretary of State for the Colonies shall hear his statement of affairs to the reprobation of all others.

There is an old saying which Englishmen generally highly appreciate, namely, "fair play is a jewel." We desire to apply the saying to the consideration of the shipping and otherwise of the government works and buildings of this colony, with regard to the late storm, and to see whether the case was an extreme one, or whether the emergency was such as ever occurred before since the cession of the colony, or might be reasonably expected to happen.

We have calmly reflected on the matter, and have made up our mind on two points—

one, the relative severity of the fall of rain—the other the cause of the bursting of the drain which runs just below the level of the street. The opinion of any individual, no matter whether he be the oldest inhabitant, or a prototype of Captain Gull, as to the force of the wind in a typhoon, or as to the force of the fall of rain, or as to the noise of a clap of thunder, in comparison with what happened on certain previous occasions is of little value, and should not be relied on. It was our own opinion that we have seen a heavier fall of rain in Hongkong than that which did the late damage, and several whom we spoke to on the subject agreed with us. But as we are sure of a surety, we will say no more for this reason. During the last rains, immense boulders were washed down the hill. Some of these were brought down the hill into the military nullah, and were then washed into the bay. Above the Timpingian tank several of these boulders were washed down the hill, and had come very nearly doing great damage. Now we submit this never happened before, and therefore the last rains must be the heaviest on record.

As to the cause of the bursting of the drain, the government works in certain cases, namely, that the heaviest rains ever known carried them away. But the excuse cannot be pleaded with respect to their reconstruction. Next, as to the bursting of the drain which runs past Mosque terraces. It appears that the retaining wall of those terraces gave way, breaking and choking the drain. This water had to find its exit by some other means, and consequently made a hole down the hill to the bay, first obliterating a stable, then running through Captain Heston's house, then through Peedee's terrace, and so on, committing damage to the houses of the residents.

The retaining wall of the Mosque terrace has given way several times, and it is clearly impossible to construct a drain which will withstand the shock of the fall. As for holding the government responsible for the damage thus caused, it is sheer nonsense. The drain of the Mosque terrace might with much more justice be attacked, and we sincerely trust that the local authorities will make them strengthen their retaining wall, because on the whole or fall entirely depends the recurrence of the late catastrophe in that vicinity. The heavy fall of rain should in no way influence that retaining wall.

We believe that the safety of the whole town in cases of heavy rain, depends entirely on the catch water drains up the hill. These are liable to burst at their most dangerous points—namely, where, in crossing a ravine their lower banks has but a small base. Of course if one were to yield there, the rush of water down the ravine would carry everything before it. We should suppose that the prudent course would be for the government to make two parallel lines of catchwater drains, so that if one went, there would be the other to rely on. As for other government works we can say nothing in favor of their construction. The drain down Aberdeen Street was constructed about a year since. During its construction we called public attention to it, and prognosticated that it would not stand. It has since been destroyed twice.

We see the gas company in laying down their pipes, place a lantern slung on a triangle over any hole they may leave open in the road at night; keeping a watchman in attendance to trim and to vent the light. Surely the government should adopt the same plan at all the spots where the drains have burst. We are told that there are about one hundred dangerous holes caused by burst drains in various parts of the town, and that no heed is taken of them at night by the authorities. We should say, in the event of an accident, there would be good ground of action against the government.

**INTIMATIONS.**  
THE UNDERGROUND having been appointed Agents for the above Society, is prepared to accept Marine Risks and issue Policies on the usual terms, payable at Hongkong, Shanghai, Calcutta, Bombay, Madras, Singapore, and Melbourne.

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## INSURANCES.

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## INSURANCES.

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*Life of Garibaldi.*

There came over the sea to Garibaldi: the next day Pius the Ninth was Pope, and that Italy had started from her slumber; so he smiled away towards Rome, and though timid men remind him that in Piedmont he was still under sentence of death, he landed at Genoa. With a wild enthusiasm the people gathered round his His name, even then, would have been worth twenty thousand troops. The wanhood of the whole land would have rushed into the field at bidding. Modestly and humbly the great general placed his sword at the service of his king, King Alberto refused it—the most fatal mistake of his life: The tide of battle, which had been running

around him. Mad as the undertaking seemed, there were many who, remembering what he had already done, believed that success might yet be possible. The expense was short. By no Frenchmen—by Austrians—was Garibaldi overcome. Be full of Aspromonte; and it was an Italian hand that shot him down. It was a dark and awful time, but even through this he lived. A shudder went through Europe when the news was heard; and all who were generous or noble felt that however much Garibaldi might have erred through excessive patriotism, he was more than sufficiently punished by such fate. A long and weary illness followed, and now his cure not quite completed, the General

if Hongkong, 1st February, 1854.

**JUST LANDED**  
*and for Sale by the undersigned.*

**A** Few Bags of Fresh California OATS.  
Apply to  
**LAMMERT, ATKINSON & Co.**  
if Hongkong, 18th April, 1854.

**FOR SALE, BY SMITH, ARCHER & Co.**  
Barrels Prime PORK.  
50 barrels Mess BEEF.  
50 barrels Crushed SUGAR.  
COPPER.  
**YELLOW METAL.**

Tsun-cheong-wong 300 barrels Zuo 16. Cal  
Kang-tye-hong 500 boxes Japan White  
do. 350 pls, Black Pepper  
Kung-yu-cheong 1,600 „ Yellow Peas

EXCHANGE.—On London.—Bank Rate, 8 mon  
8d. per Taal *Qs Paris*.—Credit Bills.  
On Calcutta.—Bank Bills, accepted  
On Hongkong.—Bank 3 d/s, 27½ disc. F

BULLION.—Gold Bars, Peking.—Tael 160 per  
—1.370 per Taal.

STONING flour	7.00	
Wax	16.00	Sun-shing
	6.20	Poo-chow Merchant
	2.55	Tung-kun do.

**SHANGHAI LATEST QUOTATIONS.**  
*Friday, Evening 3rd June, 1864.*  
 the night, 6s. 7½d. Credits, 6 months sight 6s. 8d.  
 6 months sight, Pes. 8.40 per Taels. Documents  
 399 per Taels. *On Bombay.*—Bank  
 15 djs. 27½ disc.

bar of Taels 10 weight. Mex. Dollars—Taels 75-8

per Tael Bills with Doct. 6 months sight 6s.  
 6 months sight, For. 8.45 per Tael  
 Bills, accepted 3d's. Rs. 312 per Tael..

Carolos -do.- Talos 79.74. Copper Cashd

*Lady Ebrington*.—London to Shanghai, spoken Dec. 1st. Lat. 2 S. Long. 27 E.  
*Meteor*.—Cardiff to Shanghai, spoken Dec. 3rd.  
*Mountain Ash*.—London to Kangawa, spoken in 1816 Long. 19 W. by *Race Horse*.  
*Northern Queen*.—Sunderland to Shanghai spoken in Lat. 1.57 N. Long. 165.51 E.

Printed and Published by Y. J. MURROW at the  
*Daily Press* Office, Wyndham Street, Hongkong.

[illegible]

This night, 65. 71d. Credits, 6 months sight 65. 8d. per Tael bills with Post, 6 months sight 65. 6 months sight, Pes. 8.40 per Tael. Documentary, 8 months sight, Pes. 8.45 per Tael. Pes. 390 per Tael. On Bombay, Bank Bills, accepted 3d<sup>9</sup>/<sub>16</sub> Rs. 312 per Tael. Private 15 d<sup>9</sup>/<sub>16</sub> 27<sup>3</sup>/<sub>4</sub> d<sup>9</sup>/<sub>16</sub>

bar of Taels 10 weight. Mex. Dollars—Tael 75-8. Carolus—do., Tael 79.74. Copper Cash

Northern Queen—Sunderland to Shanghai spoken in Lat. 1.57 N. Long. 105.51 E.

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 Daily Press Office, Wyndham Street,